

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 14 SEP 1932

Date of writing Report 12th Sept. 1932 When handed in at Local Office 12th Sept. 1932 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 17 June 1932 Last Survey 6th Sept. 1932  
 Reg. Book. 54267 on the S.S. "BHADRAVATI" (Number of Visits 19) Tons { Gross 1140 1307  
 Net 553  
 Built at Glasgow By whom built Harland & Wolff Ltd. Yard No. 925 G. When built 1932-9.  
 Engines made at Belfast By whom made Do. Engine No. 925 When made 1932.  
 Boilers made at Do. By whom made Do. Boiler No. 925 When made 1932.  
 Registered Horse Power \_\_\_\_\_ Owners Bombay Steam Navigation Co. Ltd. Port belonging to Bombay  
 Nom. Horse Power as per Rule 269 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended Foreign.

ENGINES, &c.—Description of Engines Inverted, triple expansion Revs. per minute 135.  
 Dia. of Cylinders \_\_\_\_\_ Length of Stroke \_\_\_\_\_ No. of Cylinders \_\_\_\_\_ No. of Cranks \_\_\_\_\_  
 Crank shaft, dia. of journals \_\_\_\_\_ as per Rule \_\_\_\_\_ Crank pin dia. \_\_\_\_\_ Crank webs \_\_\_\_\_ Mid. length breadth \_\_\_\_\_ Thickness parallel to axis \_\_\_\_\_  
 as fitted \_\_\_\_\_ Mid. length thickness \_\_\_\_\_ shrunk \_\_\_\_\_ Thickness around eye-hole \_\_\_\_\_  
 Intermediate Shafts, diameter \_\_\_\_\_ as per Rule \_\_\_\_\_ Thrust shaft, diameter at collars \_\_\_\_\_ as per Rule \_\_\_\_\_  
 as fitted \_\_\_\_\_ Is the { tube } shaft fitted with a continuous liner { screw } \_\_\_\_\_  
 Tube Shafts, diameter \_\_\_\_\_ as per Rule \_\_\_\_\_ Screw Shaft, diameter \_\_\_\_\_ as fitted \_\_\_\_\_  
 as fitted \_\_\_\_\_ Is the after end of the liner made watertight in the  
 propeller boss. Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓  
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓  
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 shaft. No If so, state type \_\_\_\_\_  
 Propeller, dia. \_\_\_\_\_ Pitch \_\_\_\_\_ No. of Blades \_\_\_\_\_ Material Bel. Rpt. 10892 Length of Bearing in Stern Bush next to and supporting propeller \_\_\_\_\_  
 Feed Pumps worked from the Main Engines, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Bilge Pumps worked from the Main Engines, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Feed Pumps { No. and size 2 @ 8 1/2" x 6" x 18" Pumps connected to the { No. and size 1 @ 9" x 10" x 10" } Main Bilge Line { How driven Steam } Main engine pumps.  
 Ballast Pumps, No. and size 1 @ 4" x 4" x 5" Lubricating Oil Pumps, including Spare Pump, No. and size \_\_\_\_\_  
 Are two independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 5 @ 2 1/2" Tunnel 1 @ 2 1/2"  
 In Pump Room ✓ In Holds, &c. 8 @ 2 1/2" ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 7" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 3" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight lead pipes to the bilges Yes  
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
 What Pipes pass through the bunkers Bilge & for peak pipes How are they protected Enclosed in steel tube.  
 What pipes pass through the deep tanks \_\_\_\_\_ Have they been tested as per Rule \_\_\_\_\_  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one  
 compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper deck level

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4546 sq. ft.  
 Is Forced Draft fitted Yes No. and Description of Boilers 2-Cylindrical, single-ended Working Pressure 200 lb./sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Bel. Rpt. 10892.  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓  
 Is the donkey boiler intended to be used for domestic purposes only ✓

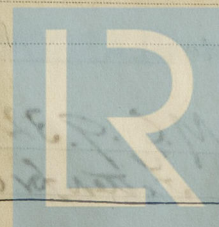
PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)  
 Superheaters ✓ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Bel. Rpt. 10892.  
 State the principal additional spare gear supplied \_\_\_\_\_

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops - - -  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 19

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft Intermediate shafts  
Tube shaft Screw shaft Propeller  
Stern tube Engine and boiler seatings 17-6-32 to 19-8-32 Engines holding down bolts 9-8-32  
Completion of fitting sea connections 4-7-32  
Completion of pumping arrangements 23-8-32 Boilers fixed 19-8-32 Engines tried under steam 6-9-32  
Main boiler safety valves adjusted 23-8-32 Thickness of adjusting washers Port boiler: 3/8" P.S. Starboard boiler: 5/16" P.S.  
Crank shaft material Identification Mark Thrust shaft material Identification Mark  
Intermediate shafts, material Identification Mark Tube shaft, material Identification Mark  
Screw shaft, material Identification Mark Steam Pipes, material Steel Test pressure 600 lb./sq. in. Date of Test 10-23-8-32  
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes  
Have the requirements of the Rules for the use of oil as fuel been complied with Yes  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with  
Is this machinery duplicate of a previous case No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery—further particulars in Belfast Rpt. 10.892—has been efficiently fitted in the vessel and tried under full power at sea with satisfactory results. It is eligible in my opinion, to be classed in the Register Book with records.—+ L M C-9.32 C.L.: fitted for oil fuel 9.32 F.P. above 150° Fahr.

GLASGOW

The amount of Entry Fee ... £ - : -  
Special ... £ 13 : 2/-  
Donkey Boiler Fee ... £ - : -  
Travelling Expenses (if any) £ - : -  
When applied for, SEP 1932  
When received, 24.9.19.32

Committee's Minute GLASGOW 13 SEP 1932

Assigned + L M C-9.32 F.D.  
Fitted for Oil Fuel 9.32 F.P. above 150°F.

J. D. Boyle  
Engineer Surveyor to Lloyd's Register of Shipping.



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